



THE FRIENDLIEST CLUB IN THE SOUTH PACIFIC

Free
Magazine

tell tales



*L/R: Les Alderton with Chris Alderton cutting the ribbon and Terry Dunn.
(Photograph by Vera Hausmann.)*

MARCH 2024



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COMMODORE'S REPORT

BY IAN TEMPLEMAN



As you may already be aware our OCC dock is back on station and looking magnificent. My hope is that this visible example of what can be achieved by a dedicated group of volunteers will ignite a bit of passion within all of our members to do their part for the ethos of our "great little Club" because, as a team, we can be a powerful force.

I mentioned last month that the AGM was only 4 months away, so now that has become 3. My time as Commodore comes to an end, as per our Constitution, our Vice Commodore has already resigned, we have not had a Publicity Officer for the last year and other committee members may decide that they have had enough. So you can see that we are in desperate need of some new blood on the Committee. Although your Club probably gives you the impression that all is under control, it is only just under control and we desperately need some new volunteers. I will not be here for the AGM so I really would like to see a plan evolving before I go away and if you think there is something you may be able to contribute please let me or one of your committee know.

Club racing has been fairly well supported and some good weather has helped. Please don't forget Sunday, the 24th of March when there will be two races for the *Fisher & Paykel Trophy* with Russell Boating Club. OCC are presently behind on points so your Club really needs you to turn out on the 24th and do your bit to help us re-establish our pride in our Club – don't forget that together we can be powerful but fragmented we are nothing.

Happy sailing and I look forward to meeting you at the Club.

Ian T.



Over recent years there has been much talk about repairing the dock or replacing it with a new one. However, monetary-wise a new one wasn't an option. So when the Northland Regional Council complained about the rust on the profiles between the tanks and the deck, it was time for some action.

Les had taken it upon himself to maintain it in the past and offered to bring it to our farm where there was space and the tools to fix it. At first, he had some opposition to deal with. "Over my dead body!" I shouted. Did he listen? No! Thank goodness!!!

Budda (Paul Smith) organised for *Mahalo Transport* to truck it out to the farm, in the dead of night, 10 months ago and with the expertise of some of our keen Club members, it was pulled apart. The wood came off, bolts ground off, steel beams lifted off with our old faithful digger and the 3 tanks were set up on blocks so they could be turned.

Then came the hard graft of grinding and welding hole after hole, day after day, week after week. Just when Les was getting tired, a little disheartened and with very sore arms Terry Dunn came out to see how he was

progressing and stayed to help and give Les back his mojo to keep battling on.

After a trip to Whangārei to buy a ton of steel and 35kgs of welding wire had been used, it was ready for sandblasting (we have now a beach on our driveway) and painting. Unfortunately, this took months as the weather didn't play ball, it was spring after all.

Once that was completed Tony Kiff and Terry Dunn organised a team of Club members to complete the woodwork. What a splendid job they did working in the sweltering heat. The hard hats awards went first to Tom Nankivell for walking into the beams not once but 3 times and then Tony had to beat him by doing it 4 times. A few headachy days!!!

Reece Hesketh put new plumbing inside the tanks so any water that gets in can be pumped out easily.

Finally, back came the cranes and truck to transport it back to Ōpua but that was not the end. What a sight watching them load it!! Today the ballast was measured, bagged and put in the tanks and the lids were sealed.



A huge thank you to all those who made the time and effort to help get the dock here in its rightful place. Vera and Ernesto, we were lucky to have you here at the beginning and end too.

(Photographs by Vera Hausmann.)





boats, handicap committee and protest committee. And, an especially big thank you this month to the dock refurbishment team led by Les Alderton, it's great to see the Club dock back in place and I know we all appreciate the work that went into making this happen.

This summer's *Burnsco 2-Handed Series* wasn't as popular as expected, so after consultation with a few skippers we're thinking of a 2-Handed Division in the *NZ Yacht Services Winter Series*, prizes and results will be awarded for fully crewed and 2-Handed, there is only one race a month over the winter, if you are in the 2-Handed Division you will also be in the results for the overall series.

Finally, mark your diaries **our season prize-giving** will be at the Club on Saturday, **22nd June**; you'll need to book early to get a table for your boat, especially if you are a winner!! More details to come. See you out on the water or up at the Club.

GETTING BETTER AT STARTING

This month I've been reading about race starts and found some great information on line bias you might enjoy:

Picking the Bias

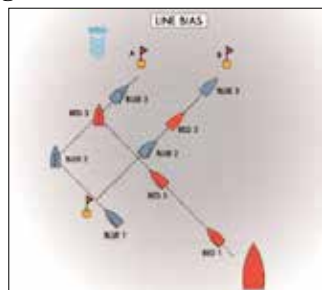


Fig. 1

March is a great month to get out and enjoy the Club racing, (ok, so are the other eleven months!) It is still summer, and we have the *BlueFix Summer Wine Autumn Series* on Wednesday nights and the *NSR Autumn Friday Night Pursuit Racing*. The *OCC vs RBC Interclub Racing* is on Sunday, 24th March and we need as many boats as possible to turn up for OCC to ensure we can retain the trophy.

Race instructions, course sheets, results, handicaps etc. are all on the OCC website under the Sailing / Racing TAB. If you can't find what you are looking for get in touch raceofficer@opuacruisingclub.co.nz. Information is also on the race noticeboard in the Club.

Thank you again to all the volunteers who make the racing possible at the Club, volunteers in the start tower, duty

One end of the start line is generally more upwind, i.e. more advanced up the beat, than the other. In *Fig. 1*, the pin is two-boat lengths farther upwind than the committee boat.

Blue takes the bias and a two-boat length advantage over red. Note that even if the windward mark is offset so that the unbiased end of the line appears closer (windward mark B), Blue still crosses red with a two-boat length advantage. Accurately identifying the favoured end gives us the opportunity, literally, to start the race ahead of the competition, especially if there is a significant wind shift shortly before the start. If you are using a compass, sail straight down the line and note the compass bearing. (see *Fig. 2*)

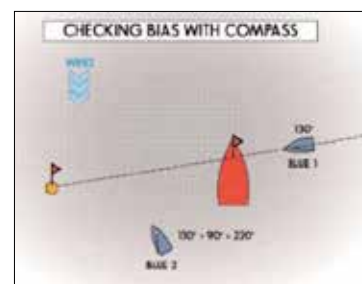


Fig. 2

Add 90 degrees if on starboard tack (subtract 90 if on port) to get the line perpendicular bearing. Now at any time before the start, and anywhere in the start vicinity, check the instantaneous bias by luffing to this perpendicular number. If the wind is more from the starboard side of the boat (sails flapping on the port side), the line is starboard biased, if from the port, port-biased. At any time in the starting

period, a slow tack while just watching the sails as you pass the line perpendicular number will confirm if anything has changed. Without a compass, sail up and down the transit, noting on which tack the boat sails at a broader angle to the wind.

More information in the source article ref: <https://www.yachtsandyachting.co.uk/sailing-techniques/how-to-start-faster/>

OCC DOCK PARTY RAFFLE

A big thank you to all the Sponsors:

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Congratulation to the Winners:

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Jan & Kevin Smith – Food Voucher
Tim McMillan – Bar Tab
Keith Te Rere – Sausages
Rob Durham – Sausages
Mike Smith – Phone Holder
Colleen Nankivell – Platter Board
Kay Campbell – Phone Holder
Doug – Candle Holder

Further Travels of *Noridiam*

December '92 and Ōpua beckoned. We were having a great time in Whangārei Basin but decided to join our friends. We had popped up by car for a visit and our first experience of a potluck Thanksgiving Dinner at the old Ōpua Cruising Club. Leaving just before Christmas, we sailed up to the Bay of Islands. We were so excited to be there and to cruise the beautiful islands, plus catching up with friends. We couldn't wait to join the amazing Ōpua Cruising Club with its friendly, helpful members. Stalwarts of the Club were Nev and Kay, Dave and Carole, George and Dorothy, Warren and Jilly, Jim and Colleen, Murray and Rosemary, Les and Chris, Cees, Paul Karl and many more.

There weren't many businesses in Ōpua at that time Rick Johnston, the sailmaker; and Brian Broadhurst, an engineer, were in two sheds about where *Burnsco* is today. Most of the area was spare land with a small fenced-off part for cars. We were anchored close by, and had to negotiate mud at low water and rickety steps to go ashore.

The steam train Gabriel would go past on its way to the wharf passing very close to the Ōpua Cruising Club. The soot blackened the sails. Cruise ships tied up to the wharf at that time. Colleen Cooper, at the old Post Office next to the ramp, was well known by the yachting fraternity whose communication was mostly mail. There was a public telephone at the corner of the Cruising Club but you either needed

a suitcase of coins or a card with what seemed like hundreds of numbers before you could talk to someone abroad. The old store on the other side of the ramp had all the requirements needed. *The Ferryman's Restaurant* next door, run by Wendy and her partner Walter, was a good place for a special meal. The OCC Bar and small kitchen were run by volunteers and Roger helped out when needed.

I had to return to England in early January as my mother was ill. The boat was lifted out at *Elliot's Boatyard*, now *Doug's Boatyard*, and I was very grateful not to have to help with the anti-fouling and maintenance. Everyone was so good looking after Roger while I was away. I returned in March and we carried on the cruising life in the Bay of Islands.

On the 2nd June 1993, we had to leave as our visa was about to expire. We set sail for Tonga, calling in at Minerva Reef where there were six yachts and a fishing vessel. It was a strange feeling being anchored in the middle of the ocean, especially when the reef was covered. We sailed on to Nuku'alofa, Tonga, where we heard the fishing vessel had been impounded due to illegal fishing at Minerva Reef.

We spent a few days sightseeing and going to places of interest; we went to where Captain Cook landed in 1779, the blow holes and a Trilithon stone, an arch built around 1200 AD, the monument sometimes called the '*Stonehenge of the Pacific*'.

Sightseeing in Tonga:



Early July was the Silver Jubilee of the King of Tonga with special arches erected and celebrations and parades. We felt really lucky to have been there at such a special time.

We set sail north, intending to stop at Kelelesia Island, but the weather was unpleasant and the seas rough, making the entrance difficult to negotiate. We anchored at Nomuka Iki Island where another yacht joined us and we sheltered from the awful weather. The next day, we found out it was a prison island and the Warden came and invited us to a feast. There were only three prisoners there at

the time, one having stolen a general's bicycle. The prison was self-sufficient and we enjoyed the fresh fish dishes, vegetables and fruit the prisoners tended to.

After stopping at a few more anchorages, we headed for Va'vau and a reasonably sheltered anchorage instead of all the rocking and rolling we had endured. It was lovely to go ashore at Neiafu and catch up with Carole Hesketh who was working at *Rainbow Charters*. We had taken up some supplies for her.

The cruising life is very social and we seemed to do nothing but eat and drink, going for morning tea, lunches or potluck dinners. It was a miracle we weren't as heavy as elephants. One place we really enjoyed was *Pepi's Bar* at Tapanu. He had made a small raft and fitted it out with a bar. It became too popular and one evening we visited with Dave and Carole, and Nev and Kay. We were on the raft when it started sinking with water up to our knees. We all had to jump in our tethered dinghies, climbing over everyone and Roger falling in the water.

One day we all went to Mariner's Cave, having been told to watch out for the Tiger sharks, we girls decided to give the dive a miss. We were very glad when the lads reappeared with everything intact. Kay caught a big fish and gave it to us as they were all flying home the next day. We stayed a few more days before heading off to Fiji.



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- To establish the closest point to the wind that the yacht can sail, The helmsman, as they turn the yacht upwind, watches the front edge of the headsail until it starts to flutter, this is called_____
 - Ruffling
 - Fluttering
 - Battening
 - Luffing
- If you see a boat or a float flying either of these flags, how far away from it should you keep if passing in another vessel? (unless you're doing 5 knots or under):
 - 50m
 - 100m
 - 150m
 - 200m

- Boats at anchor must show sidelights and sternlight:
 - True
 - False
- Prior to all voyages you should obtain a weather forecast which should include the following:
 - Tidal height and water temperatures
 - Wind speed and direction, precipitation and visibility, air temperature
 - Air temperature and water temperature
 - All of the above
- What is 'Nowcasting' in New Zealand:
 - Navigational warnings and information
 - Continuous weather forecasting service
 - Tidal height information
 - All of the above

If you struggled with any of the questions or you want to expand your knowledge of sailing theory take the free eLearning courses at International Yacht Training.

<https://www.iytworld.com/courses/course-types/elearning/>



Tuamotus – The Dangerous Islands

The Tuamotus are small Pacific atolls, none of them are higher than the palm trees and consequently, they are not visible until less than 5 miles away. They are surrounded by coral reefs so an echo sounder gives no warning as the wall of coral rises vertically from the ocean floor. In the days before GPS and SatNav most cruising boats gave them a wide berth. We decided to visit the small Atoll of Ah'e and timed our arrival for full daylight so the bottom was visible as we entered a narrow pass to the lagoon.

Ah'e had a population of only about 30 people in a small village. There is no produce available as only Coconuts grow to form the staple diet together with fish.

Other than that, a trading boat called once a month where the islanders trade black pearls for items they need.

We were invited to see how the pearls were farmed. In Polynesia, oysters grow to around 5 inches across in a year, the shell is white at the innermost edge and darkening to rose/grey/green and black at the outer edge. To farm the black pearls, they take a one-year-old oyster, open it about ½ an inch and place a tiny seed pearl inside the seed sack. The seeds come from Mississippi with a small piece of muscle from the other oyster. They are kept in a cage in about 20 feet of water to feed on plankton. After another year there is a beautiful black pearl which when we were there was valued at around US\$450.



The pearl industry was in its infancy and farming techniques jealously guarded. What must have been a very lucrative business did not show any signs of wealth amongst the islanders. Perhaps the middlemen were reaping the profits. We also visited Rangoroa which is the largest island in the group and is surrounded by a lagoon some 40 miles across. The pass through the reef was well marked but the current is very strong. This lagoon was truly magnificent and the bait fishing was excellent.

After two weeks in the Tuamotus, we enjoyed a quick passage to Papeete and although we arrived after dark the pass was so well lit, we had no difficulty entering the harbour. We had expected to find a place similar to Fort de France in Martinique, they were both French-speaking but there the similarity ended. Papeete was so clean with lovely large trees keeping the town cool and shops as good as anything London could offer. All the ladies and girls were given Lei-leis made from white Freesias that gave off a lovely perfume.



Although Tahiti was very expensive, we were able to shop carefully and mobile food trucks were good value.

Bastille Day is July 14th but preparations were already underway at the beginning of June. We moved on to Moorea and enjoyed two very pleasant weeks there before our transit to Bora-Bora via Huahine, Raiatea and Taha'a.

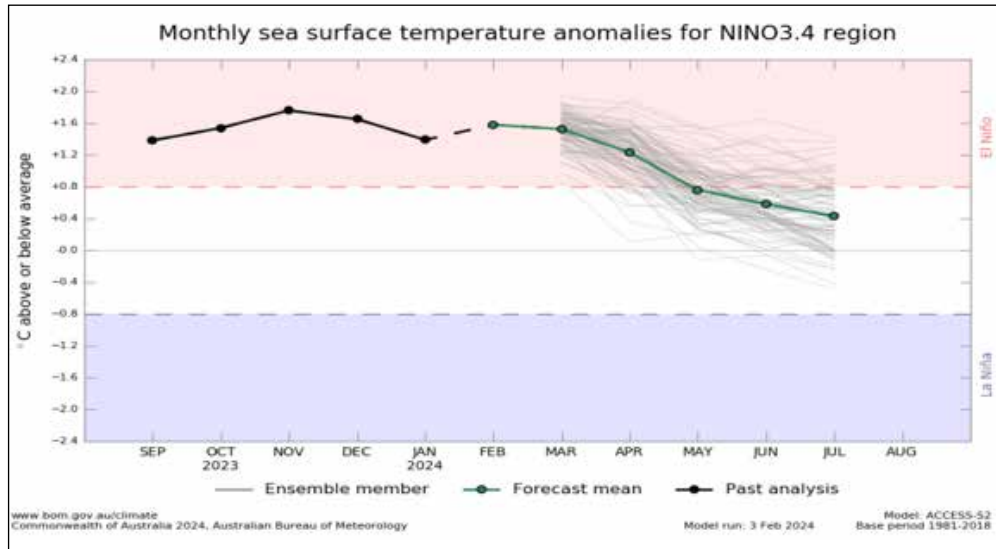
Bora-Bora was our last port of call in French Polynesia and all of our mail had been kept there for us. We found it expensive and full of tourists, so we recovered our bond intending to leave immediately and did so as soon as the weather permitted.

French Polynesia was a most wonderful experience, we were most impressed by the superb scenery of the Marquesas and the people who were proud, kind, hospitable and honest.

EL NIÑO IS EXPECTED TO WEAKEN THIS AUTUMN

BY BOB MCDAVITT

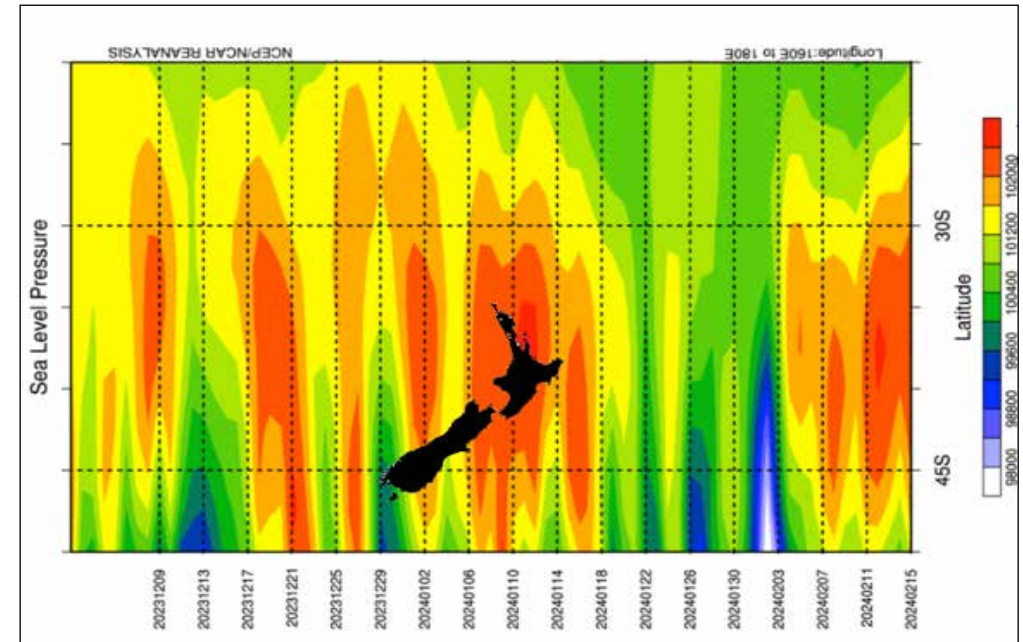
We are having an El Niño weather pattern. It is the name given to the period when sea surface temperatures over the eastern equatorial Pacific are above normal. This pattern is expected to change during our autumn as shown by this graph from The Bureau of Meteorology, Australia, with the expected trends in sea temperature made by several computer models.



The next image shows the daily averaged isobars over the New Zealand area for the main part of summer (longitudes 160E to 180 and latitudes 20S to 50S from Dec 1st to Feb 15th). The passing HIGHS pace themselves at around once a week with a trough in-between, but for a trough period in late January and early February. South of the Highs, there are regular passing fronts and lows crossing the Southern Ocean, bringing rain to the southwest of New Zealand and hot dry northwest winds to places east of the main ranges.

ANSWERS TO QUIZ (page 11) March 2024:

1. c. Asymmetric
2. d. 200m Both flags indicate 'diver down'. However, the Blue/White 'Alpha' flag is the one required to be used in NZ waters. Legally you can be within 200m if you are travelling at 5kn or less.
3. b. False: All round white light(s) only, sidelights (port & starboard) and sternlight are only to be shown whilst underway.
4. b. Wind speed and direction, precipitation and visibility, air temperature
5. d. All of the above, Weather forecasts and other useful information such as tide times are broadcast by Coastguard's Nowcasting service on dedicated VHF channels at many popular boating areas. VHF Channel 19 in the Bay of Islands



As we move out of El Niño during autumn, there is likely to be a period where the weather will swing from one pattern to another, allowing variety as each pattern gets to “play” for a short time. I call this “weather Jazz”, and here is what I got when I asked AI to draw that:



OCC WINS IN SYDNEY'S WOODY POINT PURSUIT RACES!

BY DALE FELTON



The grapevine was soon chatting about these “bloody Kiwi blow-ins” and our start time was moved back to 6.00pm for the next week where we were again very happy to pick up a 5th. In the final race our start time was 6.01pm and we finished a poorly 49th but it was still great to be

out there twilight racing as part of this fantastic fleet.



Nanette and I used to live here many years ago and we are really enjoying being back and catching up with family, friends and things that are familiar to us. One of the things we had forgotten about were Sydney's famous deadly Jelly Blubbers! I say deadly, not because they can kill you (only a small

The OCC Rum Racing format is based on Sydney's Woody Point Yacht Club's successful formula which has been in use since the 1980s.

This weekly 2-sail race in the beautiful Pittwater Estuary regularly attracts a fleet of between 40 and 60 boats for twilight racing and is the highlight of the week for many locals that compete in everything from classic boats to modern racers.

Laissez-faire is spending the summer in Pittwater, just north of Sydney and we decided to join in the fun borrowing an Etchells from a friend who was overseas for 3 weeks.

After snorkelling on the hull and starting on the boats allocated start time at 5.56pm in perfect Etchells conditions, we managed to sail through the fleet to score a win in our very first outing!

sting if you're unlucky) but because there are thousands of them in the water and they can get sucked up into your engine, generator and toilet intakes. This usually means having to snorkel on the hull to detach the offending jelly blubber or cleaning out the strainers to remove bits of them that have been sucked in. They grow to the size of a dinner plate which also often results in a sudden “Jelly Blubber take-down” when wing foiling through them!

We are also doing lots of walking around the area and are slowly attending to little jobs that need doing

on the boat like servicing sails, motor and generator etc.

When the seasons start to change, we look forward to slowly making our way up the Australian East coast again to spend the winter in the Whitsunday Islands before eventually making our way home.

In the meantime, we hope all our friends at OCC are enjoying an amazing summer in the beautiful Bay of Islands.

Happy sailing.
Dale and Nanette, *Laissez-faire*

BURNSCO



SPOT THE YOT GIVEAWAY

Find the Yot hidden in the trade directory and then let us know what you think of Tell Tales to go into the draw to WIN!



CONGRATULATIONS TO THOMAS HICK THE FEBRUARY WINNER.

“The thing I liked the most in the February *Tell Tales* edition is that there was a good photo of my boat *Pampero* alongside *The Farm* approaching the finish line.”

If you would like to go into the draw to win a handy Burnsco Dry Bag email publicity@opuacruisingclub.co.nz and let us know in whose advert you found the little yacht, as well as what you like best about our monthly newsletter before **19th MARCH** to go in the draw. The winner will be announced in the April issue.

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NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS

Opua

Lat. 35°19'S Long. 174°07'E

MARCH 2024

















N.Z. LOCAL TIMES AND HEIGHTS OF HIGH AND LOW WATERS

	Time	m		Time	m		Time	m		Time	m
1	00:03	2.3	9	01:01	0.6	17	01:46	2.4	25	02:37	0.8
Fr	06:04	0.8	Sa	07:27	2.5	Su	07:55	0.9	Mo	08:51	2.4
	12:15	2.4		13:33	0.7		14:07	2.3		15:03	0.8
	18:30	0.8		19:47	2.5		20:16	0.8		21:12	2.4
2	00:41	2.3	10	01:56	0.5	18	02:45	2.3	26	03:12	0.8
Sa	06:45	0.9	Su	08:19	2.7	Mo	08:56	1.0	Tu	09:26	2.4
	12:52	2.3		14:28	0.6		15:05	2.2		15:36	0.7
	19:11	0.8		20:41	2.6		21:16	0.9		21:48	2.4
3	01:24	2.2	11	02:48	0.4	19	03:48	2.2	27	03:46	0.8
Su	07:30	1.0	Mo	09:09	2.8	Tu	10:01	1.0	We	09:59	2.4
	13:36	2.3		15:19	0.5		16:09	2.1		16:10	0.7
	19:57	0.9		21:33	2.7		22:21	0.9		22:23	2.4
4	02:15	2.2	12	03:38	0.4	20	04:53	2.2	28	04:21	0.8
Mo	08:23	1.0	Tu	09:57	2.8	We	11:07	1.1	Th	10:33	2.4
	14:26	2.2		16:09	0.4		17:13	2.1		16:44	0.7
	20:50	0.9		22:23	2.7		23:28	1.0		22:58	2.4
5	03:16	2.2	13	04:27	0.4	21	05:54	2.2	29	04:58	0.8
Tu	09:22	1.0	We	10:45	2.8	Th	12:09	1.0	Fr	11:07	2.4
	15:27	2.2		16:57	0.4		18:14	2.1		17:20	0.7
	21:50	0.9		23:12	2.7					23:35	2.4
6	04:24	2.2	14	05:17	0.5	22	00:28	0.9	30	05:37	0.8
We	10:26	1.0	Th	11:33	2.7	Fr	06:47	2.3	Sa	11:44	2.4
	16:35	2.2		17:45	0.4		13:03	1.0		17:58	0.7
	22:56	0.9					19:07	2.2			
7	05:31	2.3	15	00:01	2.7	23	01:17	0.9	31	00:14	2.4
Th	11:31	1.0	Fr	06:07	0.6	Sa	07:33	2.3	Su	06:20	0.9
	17:44	2.3		12:22	2.6		13:48	0.9		12:24	2.3
				18:33	0.5		19:53	2.3		18:40	0.8
8	00:01	0.8	16	00:52	2.6	24	01:59	0.8			
Fr	06:32	2.4	Sa	07:00	0.7	Su	08:14	2.4			
	12:34	0.9		13:13	2.5		14:27	0.9			
	18:49	2.4		19:23	0.6		20:34	2.3			

TIMES LISTED ARE N.Z. DAYLIGHT TIME

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March 2024

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1  Autumn Series Race 1 – 5.30pm	2	3  2-Handed Series Race 6 – 1pm Series Prize Giving
4	5	6  Summer Wine Autumn Series Race 2 – 6pm	7 first mortgage trust Meat Pack Draw 	8  Autumn Series Race 2 – 5.30pm	9 Cruising Division Cricket Match	10 17  DH Memorial Trophy (TBC)
11	12	13  Summer Wine Autumn Series Race 3 – 6pm	14 first mortgage trust Meat Pack Draw 	15  Autumn Series Race 3 – 5.30pm	16	17 24 Intercub F & P Race 2 & 3 Southern Channel Host OCC Start – 12 noon
18	19	20  Summer Wine Autumn Series Race 4 – 6pm	21  first mortgage trust Meat Pack Draw 	22  Autumn Series Race 4 – 5.30pm	23 Wine Tasting Evening – 7pm	
25 Committee Meeting 6pm	26	27  Summer Wine Autumn Series Race 5 – 6pm	28  first mortgage trust Meat Pack Draw 	29 Good Friday	30 Cruising Division TBC	31 Cruising Division TBC